Wakefield Village
Bronx Community District 12
May 2026

Discussion of Findings in Support of Special Permit Pursuant to ZR § 74-194

Webster Leasing LLC (the "Applicant") requests, among other actions, a special permit pursuant to Section 74-194 of the Zoning Resolution of the City of New York ("ZR") for a public parking garage with more than 150 spaces to facilitate a transit-oriented, mixed-use Large Scale General Development ("LSGD") on Block 5064, part of Lot 1, part of Lot 10, Lot 78, and Lot 85 (the "Development Site") of six buildings in the Wakefield neighborhood within Bronx Community District 12. The public parking garage would provide 721 parking spaces (the "Garage"). Access to the Garage from the surrounding street system will be provided via East 241st Street through a ramp from Building A2 at the northern edge of the Development Site and also at grade via Baldwin Street.

Within the proposed R7-1/C2-4 zoning district, public parking garages are limited to a capacity of up to 150 spaces pursuant to ZR § 32-192(b)(2). The proposed special permit pursuant to ZR § 74-194 [Public Parking Garages or Public Parking Lots Outside High Density Areas] would allow a public parking garage with more than 150 spaces within an R7-1/C2-4 zoning district. The following findings must be met for the City Planning Commission to issue the requested special permit pursuant to ZR § 74-194.

74-194 [Public Parking Garages or Public Parking Lots Outside High Density Areas]

In C1-1, C1-2, C1-3, C1-4, C2-1, C2-2, C2-3, C2-4, C4-1, C4-2, C4-3, C4-4, C4-5D, C7 outside the expanded Transit Zone, C8-1, C8-2, C8-3, M1-1, M1-2, M1-3, M2-1, M2-2 or M3-1 Districts, the City Planning Commission may permit public parking garages or public parking lots listed under Use Group IX(C), with more than 150 spaces, provided that the applicable regulations set forth in Sections 36-53 (Width of Curb Cuts and Location of Access to the Street) or 44-43 (Location of Access to the Street), Sections 36-55 or 44-44 (Surfacing) and Sections 36-56 or 44-45 (Screening) are met. The Commission may permit some of such spaces to be located on the roof of such public parking garage, or may permit floor space on one or more stories and up to a height of 23 feet above curb level to be exempted from the definition of floor area as set forth in Section 12-10 (DEFINITIONS). As a condition of permitting such use, the Commission shall make the following findings:

The Garage will be compliant with applicable Zoning Resolution sections above.

(a) that the principal vehicular access for such use is located on an arterial highway, a major street or a secondary street within one-quarter mile of an arterial highway or major street, except that in C5 or C6 Districts such access may be located on a local street;

Principal vehicular access for the Garage is located via a curb cut on East 241st Street through a ramp from Building A2 at the northern edge of the Development Site and also at grade from Baldwin Street. This principal vehicular access for the Garage is within one-quarter mile of the Bronx River Parkway, which is a limited access highway that runs north-south to the west of the Development Site. Additionally, the Garage is within one-quarter mile of White Plains Road, a signalized arterial that runs north-south to the east of the Development Site, and Nereid Avenue, a signalized arterial that runs east-west to the south of the Development Site.

(b) that such use is so located as to draw a minimum of vehicular traffic to and through local streets in nearby residential areas;

The principal vehicular access for the Garage as described above at East 241st Street and Baldwin Street is within one-quarter mile of the Bronx River Parkway, White Plains Road, and Nereid Avenue. As a result, it will allow vehicles access to the Garage without the need to pass through local streets in nearby residential areas. The location of the Garage will thus minimize vehicular traffic to and through local streets in nearby residential areas.

(c) that such use has adequate reservoir space at the vehicular entrances to accommodate either 10 automobiles or five percent of the total parking spaces provided by the use, whichever amount is greater, but in no event shall such reservoir space be required for more than 50 automobiles;

The Garage is proposed to provide 721 public parking spaces. The Garage provides adequate reservoir space to accommodate 36 vehicles (five percent of the total parking spaces provided). The two-way drive aisles throughout the Garage are proposed to be a width of 23-24 feet to provide ample space for reservoir spaces.

(d) that the streets providing access to such use will be adequate to handle the traffic generated thereby;

The LSGD is located on a block that is well served by efficient traffic arterials and local streets. Major thoroughfares near the Development Site include the Bronx River Parkway, which is a limited access highway that runs north-south to the west of the Development Site; White Plains Road, a signalized arterial that runs north-south to the east of the Development Site; and Nereid Avenue, a signalized arterial that runs east-west to the south of the Development Site. These surrounding streets are all wide, two-way arterials that efficiently serve high volumes of traffic through the surrounding area and are adequate to handle the volume of traffic anticipated to be generated by the LSGD. Additionally, East 241st Street and Baldwin Street efficiently serve local traffic and are adequate for the volume of traffic anticipated to be generated by the LSGD.[1] In addition, approximately 200 spaces within the Garage would potentially be leased for long-term parking of vehicles by the NYPD. The proposed use by the NYPD for long-term parking reduces the traffic generated by the Garage.

(e) that, where roof parking is permitted, such roof parking is so located as not to impair the essential character or future use or development of adjacent areas; and

This subsection is not applicable.

(f) that, where any floor space is exempted from the definition of floor area, such additional floor space is needed in order to prevent excessive on-street parking demand and relieve traffic congestion.

The floor space of the Garage is proposed to be exempted from the definition of floor area because the additional floor space for the Garage is necessary to provide parking for the LSGD, which would prevent excessive on-street parking demand and relieve traffic congestion. The LSGD is designed as transit-oriented development with approximately 1,112 affordable dwelling units and community facility and commercial uses that will generate parking requirements and desired permitted parking, including approximately 200 spaces designated for the long-term parking of NYPD vehicles. The Garage is designed to accommodate the peak parking demand generated by the LSGD.[2]

The Commission may prescribe appropriate conditions and safeguards to minimize adverse effects on the character of the surrounding area, including limitations on signs or requirements for shielding of floodlights, for locations of entrances and exits, or for setback of any roof parking areas from lot lines.

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[1] Additional supporting data from the DEIS Transportation Chapter will be added when it is available.
[2] Additional supporting data from the DEIS Transportation Chapter will be added when it is available.